



who we are

Napa Valley Transportation Authority serves as the Congestion Management Agency for Napa County, responsible for programming state and federal funds for local projects. A Joint Powers Authority, NVTA handles the county's short- and long-term regional transportation planning, working closely with its local, regional, state and federal partners to improve Napa County's streets, highways, and bicycle and pedestrian facilities.

NVTA also manages the Vine Transit system, which serves over 1 million passengers each year, providing local fixed-route service in Napa, door-to-door paratransit and community shuttles, and regional express bus service throughout the Valley to key transportation hubs like the San Francisco Bay Ferry Terminal in Vallejo, the El Cerrito del Norte BART station, and the Capitol Corridor Amtrak at Fairfield/Suisun station.

key transportation issues ...

- **VALLEY CONGESTION** -- NVTA is working to relieve delays during peak commute hours and weekends along SR-29. Over \$350 million investments were recently identified in the SR-29 Gateway Corridor Study.
- **JOBS, JOBS, JOBS** -- With job growth projected to outpace housing construction, and a senior population that's going to double in the next 30 years, critical infrastructure improvements are needed to address sub-regional growth and congestion.
- **HOUSE OF CARDS** -- Housing costs and low wages are forcing more Napa Valley workers farther away. In addition to creating more congestion, it's made recruiting for bus drivers and other key positions difficult as more competitive positions emerge elsewhere in the Bay Area.
- **LIMITED OPTIONS** - Napa Valley has limited options for expanding its transportation infrastructure due to the Ag Preserve and lack of community support.

... and key funding issues

- **RUNNING ON EMPTY** -- California's gas tax, which funds transportation improvements, hasn't been increased since the 1990s. Inflation and better vehicle fuel efficiency has resulted in declining revenues. The state has also diverted transportation revenues to backfill budget shortfalls.
- **CAPPING OUT?** -- Doubts about the longterm viability of cap-and-trade carbon reduction programs has lead to declining auction participation and fewer funds for transit and infrastructure projects. The future of the program is uncertain after 2020, when AB 32 is set to expire.
- **MEASURE T** -- Beginning in 2018, NVTA will administer a voter-approved half-cent sales tax expected to generate \$14 million per year for Napa County, but it's limited to local streets and road maintenance.



key projects

Vine Transit Maintenance Facility



State Route 29 Improvements



Highway 37 Corridor Study



Napa Valley Vine Trail



smarter connections



NVTA believes improved express bus service could reduce congestion on SR-29, and recently launched the Vine Transit Express Bus Study to determine what infrastructure is needed to better serve Napa Valley residents, visitors, and workers. As part of this study, NVTA will evaluate technologies and new destinations to improve regional connections, including connectivity to Sonoma Marin Area Rapid Transit (SMART) after it begins service this fall.

the right climate?

Congestion and sea-level rise along the SR-37 corridor has prompted the four Northern Bay Area Counties to work together on a solution. In 2015, the counties entered into a MOU to define a project for that corridor. The four counties are currently evaluating models for improvements, which could result in a public-private partnership opportunity to build and/or operate a new facility.

